CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT CD NO.

COUNTRY

Germany (Russian Zone)

CONFIDENTIAL DATE DISTR.

15 Feb. 1952

SUBJECT

Transportation of Grain Imports from the USSR from December 1951 through June 1952

NO. OF PAGES

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PLACE ACQUIRED NO. OF ENCLS.

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DATE OF INFO.

CUIDDI EMENT TO

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE URITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U. S. C., SI, AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENT WITHIN THE REVELATION OF ITS CONTENT.

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on 25 October 1951, a conference was held at planning department, and the transportation grain imports from the U.S.S.R. were discuss

2. According to the statement by a representation a total of 800,000 metric tons of grainstallments:

Month	From the Leningrad Area	From the Kaliningrad Area	Rail Shipments	Shipments From Baltic Sea Ports	Total
December 1951	20,000	1.0,000	50,000	-	80,000
January 1952	· · ·	1.0,000	50,000	40,000	100,000
February 1952	-	20,000	70,000	20,000	110,000
March 1952	-	20,000	70,000	40,000	130,000
April 1952	-	20,000	70,000	40,000	130,000
May 1952	30,000	20,000	70,000	40,000	160,000
June 1952	20,000	10,000	50,000	10,000	90,000
Grand Total.	70,000	110,000 CONFIDENTIAL	430,000	190,000	800,000 (2

25 YEAR RE-REVIEW

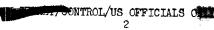
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the conference:

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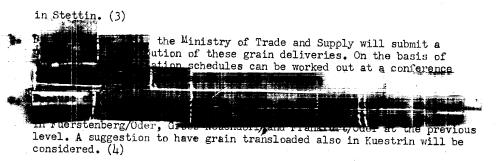
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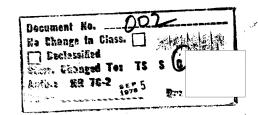


25X1 Comments. (1) These grain impor sitate a new grain shuttle program between the U.S.S.R. and ne of Germany which will be similar to the one which operated 25X1 bruary to mid-July 1951. Th trains operating at and went via Kues and Frankfurt/Oder. 25X1 (2) The shipments from Led aliningrad areas will via the Baltic Sea to 25X1 one ports of Rostock-Warnemuen and Stralsund. The shi l will require approximately 4 or a total of two train during the entire operation. (3) The Soviets have a free port zone in Stettin. It is believed the will be transloaded there into railroad cars and dispatched to Zone of Germany via Scheune. These grain imports would require daily. (4) During the last grain she peration, these border cros ng points were also used for the h ain imports. From these points, the grain was forwarded to

e by barges.

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